



Avion

Newspapers

3-12-1971

Avion 1971-03-13

Embry-Riddle Aeronautical University

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THE AVION

Sponsored by the Embry-Riddle Aeronautical University
Student Government Association

VOLUME VI

MARCH 13, 1971

NUMBER 9

SIGMA CHI GOES NATIONAL



SIGMA CHI DELTA DECIDES TO WINE IT AND GO NATIONAL

The weekend of March 6th and 7th will remain forever in the minds and hearts of the men of Sigma Chi Delta. That weekend marked the end of Sigma Chi Delta and the beginning of the newest international fraternity on campus - Sigma Chi. This chapter took only fifteen months and was received in less time than any other in the 116 year history of Sigma Chi. They are the 154th chapter to be ac-

cepted.

The week of indoctrination was conducted by P. Brandt McCool, and Richard Sucher, Assistant Executive Secretaries of Sigma Chi International. This week was climaxed by an Installation Banquet on Saturday night. Grand Consul of Sigma Chi, Norman C. Brewer was on hand as well as Grand Pro Consul, John Grahm of Toronto (a member of the Queens Council); Grand Praetor,

John Smith and his wife; President Hunt and his wife, and many other administrators of Embry-Riddle.

At midnight, the band struck up a tune. Couples continued to dance for hours even though many of them had met their physical limits. No one wanted to see the fine evening end.

It was a grand and meaningful week for all.

CAREER WEEKEND

On March 16 and 17, 1971 (Tuesday and Wednesday), Mr. Donald E. Kahlon of Atlantic Richfield and Mr. Pat Haly, president of National Personnel Service, Atlanta and other representatives of NPS will be on campus for the purpose of meeting with students interested in attending a career weekend.

The "Career Weekend" is to be held the weekend of April 3, 1971 in Atlanta. It will be limited to re-

presentatives of the aviation industry and other industries related to the aviation industry, with only Embry-Riddle Aeronautical University students participating. Industry representatives will be limited to only those interested in hiring.

A \$10.00 registration fee is required only as a guarantee of attendance. The fee will be applied toward your room rent in

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SPEAKING OUT

The AVION reserves the right to edit letters as we see fit in accordance with good journalistic practice. All letters must be signed, although names will be withheld upon request from the writer.



PAST PRESIDENT's CORNER



Dear Stan,

In your March 5th President's Corner, it appears that you are trying to build yourself up at the expense of those who have come before you. I realize it is a popular sport today and an easy trap to fall into, for one person to tear down another person or group in order to keep or get something they want. Sometimes they are jealous and miserable and take pleasure in chipping away at the happiness or accomplishments of others. In the long run they turn out to be the eventual losers because you cannot control the emotions, reaction or feelings of a person for any length of time without causing some undesired results. The same is true when applied to the moods of groups.

The S.G.A. is a dynamic organism. You will also find she is a very jealous mistress. Because of your position she will demand quite a bit of your time and just like any other person does not appreciate being torn down. She knows what she wants (the helping of students) and will get it. She also realizes her ability and limitations (S.G.A. Constitution), and as the gentleman in charge of the mistress, it is up to you to guide her in the desired direction.

The reason I am writing this is because there are some parts of her body which have been transplanted and are perhaps remembered by very few. Yet

those who were here three years ago remember things like a Valentine's Dance, with only 30 or so people, the fact that the students voice was hardly ever heard from A&P, flight, and academics, and many others. Today, we have something better but only because people believed in building something, not tearing it down. Often it was at a great personal sacrifice with threatened divorce suits, falling grades and many hard hours of work. Some parts of her are still continuing on, in the student body, in the AVION and in the Phoenix to see that our mistress never slips back to her old level. Sometimes growing up is a hard process and it is easier to retreat back into old comfortable surroundings than to continue on. That should never be allowed to happen but if she has internal conflict because of wanting something and being picked at for it, then I am afraid we will have undesired results.

Best of luck with our girl and from the people who have worked hard and left, many continued successes.

Terry Miner

LETTERS

Dear AVION,

In reference to the accusation of publication without representation made by Mr. Cothran in last week's AVION, I feel that his argument is lacking in objectivity. In his letter, this student condemned the AVION of ignoring "worthy" events and rather than publishing articles detrimental to the Embry-Riddle Academic society.

It is my opinion that the article concerning

suggestions on arrest evasion for marihuana possession was published to aid students engaged in this activity escape from suffering the primitive and barbarous laws on marihuana. Our newspaper was attempting to aid a certain section of our college numbers, not to prompt devious behaviour. (Which brings up another point - how can Mr. Cothran be sure what percentage of Riddle students have, or do now smoke marihuana? I'm certain a survey has never been taken.) Furthermore, no where in that article did the AVION condone the use of the "nasty weed." Any implied meaning is that which the reader himself has implied.

The connotation that marihuana is on an equal basis with murder and theft is utterly absurd. It is indeed a pity that some people still cling to the ethnocentric ideals of their parents' generation and censure various aspects of life to which they are not accustomed.

I find that the AVIONS' liberalism is an oasis in the desert of strict conservatism so evident at Embry-Riddle; this, I feel is worthy of compliment.

In closing, however, I do agree that the lethargy of the average Riddle student toward campus issues is the cause of the majority representation question. How is any organization on campus that functions in favor of the student body to know the "norm" if we continue to harbor lassitude and shy from expressing much needed attitudes? Only we students can make this a better school; we must "get it together" by voicing our opinions and setting goals to improve our scholastic environment.

Wayne Aseltine

Jack Hunt, call home. The Atlantic tide is rising.

Dear Sir,

My husband is stationed in Viet Nam.

The enclosed poem was written by one of his buddies and published in their squadron newspaper.

My immediate thoughts were to send it to you, hoping your students would appreciate reading it as much as I did.

Sincerely,
Mrs. Barbara
Harluck

THE TWENTY THIRD PSALM (AIR FORCE VERSION)

The Lord is my navigator, I shall not be lost.
He cleareth me to set down on safe airfields,
He leadeth me across the dark skies,
He maintaineth my clearance.
He leadeth me 'cross the airways in His Names' sake
Yea though I fly through the thunderous clouds in the shadow of death,
I shall fear no evil for thou art with me.
Thy charts and Thy sextant they comfort me.
Thou preparest an airstrip before me in the presence of all navoids.
Thou anointest the runway with oil, my plane landeth safely.
Surely goodness and mercy be with me all the hours of my flights,
And I will dwell in Thy presence forever.

Sgt. Chuck Singleton

CAREER CONTINUED

Atlanta.

For further information please contact the Placement Office immediately.

PETITION

To: The faculty of Embry-Riddle Aeronautical Univ.

We, the undersigned students, believe that any student with an "A" average at the end of the trimester should be exempt from a final examination in the course in which he has an "A".

There are basically four groups on campus. These groups are the "A" students, the non "A" students, the faculty and the administration. A policy of exempting all "A" average students from final examinations would yield benefits to each of these groups.

"A" Students:

Since he has already demonstrated the fact that he has retained more than an "average" knowledge of the subject, he would be

able to devote the additional time to those subjects in which he does not have an "A".

NON "A" Students:

Tests are competitive. The elimination of "A" students would lower the competitive standards and increase the possibility of a higher overall average in the course.

Exemption of finals would provide additional incentive for students to strive for "superior" grades.

FACULTY:

The present student-teacher ratio is about thirty to one. Examination scores are often long in returning to students. With fewer final examinations to administer and grade, the overall paper-work load would be reduced at the time when pressure is greatest for

CONTINUED PAGE 11

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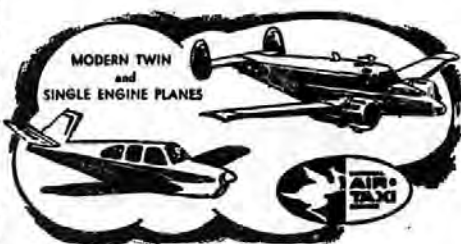
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* Lunch 11:00 - 2:00 *

Dinner 5:00 - 8:00

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Why Fly?

by Drew Kossal.

The attitude toward flying, of those who venture forth into the wild blue in a Riddle bird, varies from one extreme to another. This holds true for both students and administration.

Some students take flight because they think it's an easy way to get credit hours and really don't give a damn about flying as a career. The pilots are those who want to become pilots because of interest and career opportunities. This type of pilot can be broken down into two classes; Joe good-guy who follows the rules to the letter and the other type who puts a little comedy into his flying. Asking for a crash and dash instead of a touch and go adds a little liveliness into flying.

The point I'm leading up to is the requirements the instructors put on a flying student vary from one individual to another.

Those who fly with Riddle knew that about a month ago, they handed out pilot qualification cards, which are completely meaningless. Three examples of this are: 1) Visibilities - special VFR: They would not let a pilot go up if the visibility dropped below 4 miles. 2) Neglect: you still cannot come back from a X-C later than 5:00 p.m. and are current at night. 3) License: The Federal Aviation Administration trusts you by giving out rating to those they think are qualified. Why not Riddle?

I believe that ERAU should change this attitude on flying policies. Without any "flying experience", a Riddle pilot is a "pussy pilot" compared to those up North. Shooting the bull about flying with your friends of experiences you have gone through always carries interest.

Oh yes, I have writers cramp from signing my no flights and release forms and not from writing this article.



Boo!



KICKBACKS

by Henry Cothran

The following statements are an accumulation of facts that I have gathered from sitting in on S.G.A. meetings and from talks with senators. Did you know that five dollars of your ring costs is kicked back to the S.G.A.?

Did you know that every senator, past and present, gets a five dollar discount on his school ring? (This is, according to president Widak, a reward for the time they spend and the grades they sacrifice.)

Did you know that the "discount" tickets the VA sells for \$1.25 are purchased by the S.G.A. for \$1.00?

Did you know that the last barbecue had only 800 chicken halves? Figuring conservatively, this means that only one fourth of the students were expected to attend.

Your S.G.A. is working for you!

STUDENT INVITATION

I would like to take this time to invite any student enrolled in maintenance technology at Embry-Riddle, to attend meetings of Alpha Rho Omega professional Fraternity

These meetings are held at the Holiday Inn West on I-95, every Thursday night at 7:30.

You are all welcome to come, have a few drinks, and find out what this new frat at ERAU is all about.

Fred Stratton

VETERANS ASSOC.

Friday, Mar. 5, marked another Vets "formation" at the Boars Head Lounge. Along with the regular order of business, a member of ERAU's Sailing Club gave a brief talk, and Dean Spears spoke on the proposed student union. A raffle was held for small "nip" bottles of booze, and beer was again reduced to 25¢.

Our trip to Cape Kennedy will be held this Sunday, Mar. 14th. The "Blue Goose" has been appropriated for this trip. Anyone interested in going will meet at the Academic Complex at 9 A.M. Sunday, where we will board the "Blue Goose" and proceed to the Cape. In case of severe thirst, bring your own beverages. This trip is open to all members and also non-members. The charge will be:

\$1.00 per member
\$2.00 per non-member

Hope to see you Sunday for a fun trip!

ATTENTION VETS

Mr. Donald Bond, Vocational Rehabilitation Specialist, will meet with you on Friday, March 19, 1971, from 9:00 a.m. to 12:00 noon for counseling.

The meeting will be held in the conference room of the administration building of Embry-Riddle.

Please plan to see Mr. Bond during this time.

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ΣX

AHP

Alpha Eta Rho

BY BOB DUDEN

As the sun set Sunday, the membership of AHP closed out what was likely the most active weekend of the trimester.

Saturday, the brothers polished off the outside of the house at a work day in preparation for Sunday's big barbecue. Saturday night the pledges took their traditional ride. Pledgemaster George Brewer became very confused when none of the pledges ended up where they were supposed to. "Bud" Weiser lost Palatka, got a DP steer and ended up in Gainesville. Our chief redneck, Bob Anderson couldn't get a plane. The reason had something to do with his middle initial. Finally, Billy the Squid couldn't land where he wanted to, his sectional forgot to include the fact that Umatilla had no lights. That's a sample of heads-up flying from the professional pilots.



UP AGAINST THE WALL

Sunday Rho held a barbecue after the softball game, which we lost 5-4. We need say no more about that game. The bar-be-que was held in coordination with Tri-Delta Sorority from Stetson and proved to be quite the successful event. Chief chef Michael Winters prepared the cuisine and the beer flowed all afternoon. A little male/female volleyball game was played later in the afternoon. The brothers gave the girls Chuck Madison to strengthen up their defense. He proved to be their only weak spot as the girls went down 21-17.

Sunday night the pledges were inducted into the membership. We now have six new brothers, Tom Arm-

strong, Louis Arroyo, Mike Cosner, Bob Beech, Dennis Sheehand and Bob Spellman. Congratulation also to our new professional member Curtis Poree.

Brother Jeff Davis did not want to miss induction but Jeff had to go to New York for the weekend. Arriving at the airport Wednesday night he discovered his father had neglected to send the plane, the Jetstar that is. Jeff set a New York to Florida record in his car returning in just under sixteen hours.

That's all folks, see you soon.

Delta Chi

by Bob Argila

We finally decided that softball just isn't our game as once again we got wumped or just slightly wumped 5-4. The great defense we had until the last inning suddenly disappeared and the VETS won the game, further intimidating our softball record.

Congratulation to brothers Mike Harvey, Greg Lawton, and Hank Clark, for the new addition to their little family. Their neighbor's dog gave birth to the cutest mutt which the guys readily adopted. They named the little freak.. "Wenus."

The upcoming weekend should be really wild. Back to back parties Friday and Saturday nights promise to leave very few sober people around and a better chance for our next Sunday's softball opponents to wump us again.

We have a big surprise for everyone...the Delta Chi house will be even more beautified this weekend as flowers or flower seeds will be planted around our birdbath. Our next door neighbor could not stand looking at the bleak exterior of our humble abode any longer so she offered to provide us with flower seeds. Now maybe birds will even land on the birdbath previously occupied only by mosquitoes and worms.

Well, that's all for this week, let's see what I can come up with for next week. P.S. Yours

truly - me, became a member of the 21 club - Happy Birthday to me. Bye.

Sigma Chi

delta pledge class

The members of the Delta Pledge Class were present at the Sigma Chi Eta Iota Chapter installation banquet. The banquet was a very fine function, and I'm sure all the pledges were pleased they could attend. The pledge class contributed to the preparation for the banquet and share in the pride of its' success.

Now that the big week is over, the pledges can settle back into their preparation for brotherhood. The pledge program is now in its sixth week, with five more weeks of hard work remaining.

The past weeks' events certainly provided an impetus to the pledges in getting the most of their pledge period. The encouragement I received from both the active members and visiting dignitaries and officials is hard to describe. Quite an experience.

Alpha Rho Omega

There's a new fraternal organization on campus, and it may be the largest very soon. It is a professional fraternal organization called Alpha Rho Omega.

Still in its embryonic stage, Alpha Rho Omega consists of twelve serious young men who are very concerned with how the maintenance technology division at ERAU and all A&P mechanics progress.

Alpha Rho Omega founding members are Fred Stratton, who is the president, Jerry Austin, secretary, Sam Straus, treasurer, Larry Abbott and Michael Rielly. Bill Morrison is a charter member and our vice-president. The objectives these men have set forth, social and professional unity, job referrals, technical

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PROJECT GASBAG SUCCESSFUL?

BY GARY ANDERSON

That world renowned hot air expert, Mr. Seymour Boltdown has been working on a project that will revolutionize air travel. Working with almost no money and with improvised equipment, Mr. Boltdown created the first known gasbag which he proudly named Hindenburg Two (II). The craft consists of one hundred and seventy five rubber balloons left over from a Delta Chi water-fight, a ball of string left over from last years' Christmas Dance, an empty oil drum, and his portable bar-be-que set to produce hot air.

As it turns out, I'm the only student on campus with an instrument rating in balloons, so I was approached by Mr. Boltdown to be the test pilot.

"Anderson, I want you to see the gasbag."

"I think I met her last night at the Beachcomber."

"No...gasbag is my action - reaction powered blimp, the Hindenburg Two"

"What powers it?"

"An old whoopie cushion that the pilot jumps up and down on."

"You're crazy! ...I wouldn't fly that for a million bucks... get a monkey."

"We did have one."

"What happened to him?"

"He got motion sickness."

"That's not so bad."

"In the car driving to the airport."

"What did you do with him?"

"The school hired him as a flight instructor."

When I got back to the AVION trailer, my editor was waiting for me.

"I want you to fly that gasbag and do a story on it."

"You're as crazy as Boltdown!"

"Let me put it this way ...if you don't fly the gasbag, your next assignment will be covering the S.G.A. meetings."

"Where's my flight suit?"

On the next day, I flew the gasbag. Following is a report on its performance. Below are Mr. Boltdown's comments and their translations:

1. The craft has slight directional control problems.

It ran into a water-tower.

2. We have to solve stability problems.

I fell out of the gondola.

3. We have to improve crew escape systems.

The balloons break and the whole thing falls on me.

4. We have to concentrate more heavily on crew training.

They are going to re-hire the monkey.

BOOZING PILOTS

About two in every 100 British pilots and air-crew men are alcoholics, a government physician said today.

Dr. Geoffrey Bennett, Chief Medical Officer at the Department of Trade, blamed boredom, duty-free liquor and the extrovert character of the men, who are "keen social drinkers." He told a conference of pilots and navigators: "A sympathetic ear does more good than all the pills on earth."

APC CONT'D

assistance are just a few of the many benefits of a fraternity like Alpha Rho Omega.

The members must be either an A&P mechanic or an A&P student. Anyone who is in AMET or AMM and has been through A&P is also eligible.

Until April 1, it is possible to become a charter member of Alpha Rho Omega. We invite anyone who is interested to contact us in ERAU Box 1478 or watch for announcements concerning future meetings



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SGA MINI-MINUTES

RECORDED BY: J.A. RINKLE

EDITED BY: CHARLES HOOVER

March 7, 1971

The ninth regular meeting of the SGA Senate was held today in Room 109 with 22 members attending. The meeting was called to order at 12:15 by Vice President Dan Smock. The minutes of the sixth and eighth meetings were accepted as written unanimously.

President Stan Widak and Ralph Dietz attended an Executive Board of Trustees' meeting today.

Dan Smock announced the members of the Control and Evaluation Committee--Fred Arbab, chairman; James Zock, vice chairman; Dave Harvey; and Rafael Colon.

Student Instructors. The AAUP chapter on campus would like to know students' opinions of student instructors for preparatory courses. General opinion among the Senate was that student instructors would be satisfactory for preparatory courses, but tuition charges should be lowered, since students would be paying for fully certified instructors but not getting them. The purpose of the student instructors is to ease the workload on the regular faculty and thereby improve their instruction in regular credit courses.

Rings. Second Vice President Jerry Nichols reported that this Friday, March 12, the sales representative from the John Roberts Company will be in the Student Center to answer questions about the ring and take orders. Delivery will be 4 to 6 weeks after the orders are placed. Bob Welser reported hearing many complaints about the limited ring sales (less than two hours per week). Mr. Nichols stated at least some of the office employees will be trained to sell rings.

Traffic Court is held every Thursday from 11:30 to 12:30, or whenever the Judge can be caught in the office. Many violations can be handled by Traffic Committee Chairman Roger Van Luven.

Dorm. The Dorm Council is working on plans for a rec room, to include color t.v., pool table, etc., and a ramp for car repairs. Primary impediment is not knowing whether or not the lease will be renewed.

Facilities and Food Service. Five-cent candies will go up to ten cents within two weeks, due to rising costs to Sands. Sands pays slightly over five cents to the manufacturer per gum and candy package. The Director of Admissions has indicated that maps of the Daytona Beach area will be included in outgoing information packets.

Publications. The quality (technical) of pictures in the AVION has frequently been criticized. Gary Anderson stated that Editor Dave McCall stated that the photos are screened properly, but the Print Shop uses no quality control.

Jan Nelson quoted the assistant manager of the Print Shop as saying he has seen better masters submitted by high schoolers. The photographic quality is not good--often a master has to be shot four times in an effort to improve the photos. The last issue of the AVION cost \$101.15 to print; downtown, it would have cost \$150, and would have taken 3 to 4 days to complete, compared to the Print Shop's one-day service. Within the next two years, the Print Shop will be equipped with an 18 x 24 press, so the size of the paper will increase. However, it will still be sloppy unless better masters are submitted. The Print Shop feels that better lay-out equipment is needed, and the staff of the AVION needs to take its work more seriously. Dan Smock stated that a study is being made of printing techniques and costs.

The MAIN FRAME is a literary magazine intended to be a compilation of students' prose, poetry, drawings, photography, etc.--to present students' creative works, something which neither the AVION nor the PHOENIX are meant to do. It is to be published entirely by students, with faculty advice. All proceeds from the 25-cent per copy price will go back into the publications part of the SGA budget. It will be published in late March or early April. Editor Linda Colgan stated that enough material has been gathered to fill a 32-page booklet. A motion to approve the proposals for and the production of the MAIN FRAME was passed 22 for, 0 against, 4 abstaining. A motion to approve the MAIN FRAME's budget for the spring, 1971, trimester was passed 21 for, 0 against, 5 abstaining.

Social Functions. There will be a barbecue March 20 from 3 to 7; the menu will include catered chicken dinners and the usual beer and soda. Probable site of the barbecue is Dorm I.

CONTINUED NEXT PAGE

MINI-MINUTES CONT'D

New Business. Hank Cothran presented a petition that will be circulated between March 15 and 19 requesting that any student with an A average in a course be exempt from taking the final in that course. This would benefit the A student, who would be able to devote more time to studying for courses that he does not have a A average in; the non-A students, whose test grade curve would be improved; the instructor, who would have fewer grades to compile and report; and the University, whose registrar would receive the grades sooner, and whose appeal to prospective students would be increased. A motion that the Senate accept this petition and endorse it was passed, 23 for, 1 against, 1 abstaining.

The meeting was adjourned at 1:30.

Flight Quiz

by donald e. bundy

1. The word "unattended", in the recorded voice identification of a VOR range, means that:

- a) the range is not monitored
- b) the range is monitored solely through the use of automatic equipment
- c) the VOR range is remotely controlled by an FSS.
- d) no two way air-ground communications facility is associated with the VOR range.

2. Select the correct statements pertaining to a properly calibrated turn and slip instrument:

- a) higher than normal vacuum on a suction driven turn and slip indicator causes the deflection of the turn needle to be greater than normal
- b) to maintain a standard rate of turn, the degree of bank must be held constant regardless of airspeed change
- c) the ball indicates whether the aircraft has the correct angle of bank for its rate of turn.
- d) to maintain a standard rate turn, the angle of a bank must be increased if the aircraft is accelerated.
- e) the turn needle operates on the gyroscopic principle of rigidity in space

1. A,D,E
2. B,C,E,
3. A,C,D
4. A,B,E,

3. By definition, which of the following would be classified as controlled airspace?

- a) caution, warning, restricted, and prohibited areas
- b) only control zones and transition thereof
- c) continental control area, control area, control zone, or transition

area within which some of all aircraft may be subject to air traffic control.

4. Regulations pertaining to VFR enroute cruising altitudes apply to:

- a) all VFR flights
- b) only VFR flights conducted at 3,000 feet or more above mean sea level.

5. When applicable, VFR cruising altitudes must be maintained appropriate to the:

- a) magnetic heading being flown
- b) magnetic course being flown
- c) compass course being flown
- d) compass heading being flown

ANSWERS TO FLIGHT QUIZ

1-D, 2-3, 3-D, 4-B, 5-B

DIVING EAGLES

The Diving Eagles are again holding a "Generator Dive" at Blue Springs. The party will be the same as last tri's with all the food and beer you can drink for just \$2.00 per

couple or per person if you don't bring a date. The date set for the party is Saturday night, March 27th, anytime after 6:00pm. The springs will be floodlit for swimming and you will be able to see members of the SCUBA club do their thing with a night dive. Let's see if we can top last tri's attendance of 117 people.

Depending on the weather the Diving Eagles will be leaving tonight for the North Bahamas aboard an 83.5 foot converted Coast Guard cutter. This promises to be a great trip.

This trimester's SCUBA course is over and congratulations are in order for the graduates. The club instructors will publish the new divers names and more details next week.

Open swimming is still being held at the YMCA pool every Friday evening from 8:00 to 9:00. 50 cents is all it takes for a good time.

Club meetings are held every Monday at 8:00pm in room 108. Drop by and join one of the most active clubs on campus.

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FROM the DUGOUT

BY SCOOTER

A number of bad breaks hindered the Eagles at F.I.T. last Friday. First of all, the other team showed up. Second, we had a tough time with the umpires, but I won't talk about that since Bob Duden is doing a poem called *What Goes Ump Must Come Down*.

The player of the game was Russ Bateson who doubled, singled, and walked. Unfortunately Russ aggravated a shoulder injury by making a throw from the outfield. The injury will sideline him for at least three weeks. In my opinion, Russ is one of the fine examples of unselfishness and teamwork that we have on a hard working ball team where everyone is putting out extra effort.



LEFT OUT OR LEFT FIELD?

D.B.J.C. finally saw fit to recognize that we have a baseball team. They will play us Wednesday, March 10th - two hours after my deadline so I'll report on it next week. It seems that they are going to be short a few players so the D.B.J.C. coach will pitch. It would be funny except that he used to be a double A pro pitcher and is only 26. He's promised to wear his socks so we can "blow them off." Nice going Anderson, next time you insult a school, make sure Bob Feller isn't coaching.

Baseball

Last Friday the Eagles traveled to Melbourne for their first away game. F.I.T. proved to be more than they could handle as they dropped the game by a score of 13-5.

The final score, however, was no true outcome of

the game as the Riddle nine found themselves stacked up against ten men from F.I.T. Florida Institute fielded nine players and one umpire in what proved to be the worst officiating job Coach De Moss and the team had ever seen.



- IN TIGHT -

Riddle finally got on the band wagon with a bunch of hits to push five runs across, but it was all in vain. Bill Worster came out of the game with the hot bat by going 3-5. The Eagles also played perfect defensive ball, without a single error.

Racing News

Smothers at Sebring

Televisions' Dick Smothers is turning closer to racing as a profession rather than a sideline, has been timed to drive one of the auto research engineering Corvettes in the 12 HOURS OF SEBRING, March 20 according to John Greenwood, president of the Troy, Mich., firm.

Smothers, the 3-year-old straightman for brother Tom on their controversial TV show a few seasons back, has been participating in more and more professional races during the past two years, and now returns to Sebring for the third time.

In 1969, Smothers and teammate Fred Baker, Mound Minn., drove the entertainers' Porsche 906E to a first in class and eight overall finish in the 12 hour, and excellent showing for a two-liter car. It was Smother's first time at Sebring. Smothers returned in October, 1970, to drive a Lotus 70 in the second annual L&M Grand Prix, where he finished sixth in a field of 28. At the end of the series he was ninth in the overall points standing.

For 1971, Smothers will be at the wheel of one of

Sports

the most powerful cars he has ever raced. The Corvette will produce some 625 horsepower as compared to the relatively small 225 hp output of the Porsche, and is considered to be a real handful to drive by experienced Corvette pilots.

Says Smothers, "It's going to be very interesting, I know the Sebring course now having driven it twice, so I can concentrate on the car. It should be a real experience."

Greenwood, 25-years old and 1970 Sports Car Club of America National Champion in a A-Production Corvette, says, "I think it will be a lot of fun. We talked to Dick not too long ago about driving and he was interested so we worked it out. The main problem we have right now is to adjust the car to my 6'4" height and Dick's 5'6" frame."

The auto research team will have two cars in the race, one for Greenwood and Smothers and the other for Allan Barker, Jeffersonville, Ind. A fourth driver has not been named. The 1971 12 HOUR OF SEBRING will be the second race appearance for each of the three drivers on the team.

For tickets to the Sebring 12 hours and the Inver house trophy for super vee, stop in at all import motor parts stores in South Florida; Vitesse Imported parts stores in Tampa, and St. Petersburg; Dave Heinz Imports in Tampa; or Streep's Ticket Service, Orlando. Or write ARCF ADVANCE SALES P.O. BOS 719, SEBRING, FLORIDA

Daytona 200

Two former Daytona 200 winners, Cal Rayborn of San Diego, Calif. and Roger Reiman of Kewanee, Ill.- head the list of Harley-Davidson riders in the upcoming Daytona 200 Road Race, scheduled to start at 2 p.m. Sunday, March 14.

Rayborn has won two previous 200 milers at Daytona International Speedway in 1968 and 1969, while Reiman won the e-

CONTINUED NEXT PAGE

DAYTONA 200 CONT'D

vents in 1961, 1964 and 1965. Backing up the pair are Veterans Mert Lawwill of San Francisco Calif., 1969 National Champion, and Mark Brelsford of San Bruno, Calif. They finished sixth and seventh in the American Motorcycle Association National point standings respectively.

Harley-Davidson is the only American manufacturer active in road racing, so the orange-and-black machines will be the single hope of the United States in the 1971 Daytona Motorcycle Classics.

Out to spoil the bid of the Americans are two very formidable British manufacturers, Triumph and BSA. Between the two of them, they will have the top five riders in the National point standings and the top three finishers in last years' Daytona 200.

Gene Romero, 1970 National Champion from San Luis Obispo, Calif., heads the powerful foursome of Triumph factory riders. Former 200 winner Buddy Elmore of El Paso, Tex., who is replacing the injured Gary Nixon, will back up Romero, along with Don Castro of Hollister, Calif., third place finisher in last years' event, and Tom Rockwood, a veteran of past Daytona races in his first year of factory support.

Jim Rice of Palo Alto, Calif., and Dave Aldana of Santa Ana, Calif., who finished second and third in the national championship points respectively will back up Mann, along with rookie Don Emde - San Diego, Calif.

Yvon Duhamel of la Salee, Que., riding a Kawasaki and Kel Carruthers of Sidney, Australia, riding a Yamaha, are two possible dark horses. Duhamel finished fourth in last years' 200 on a small 350 cc Yamaha and will be riding a 500cc Kawasaki this year. Carruthers won the 250cc combined class road race last year and was the 1969 250cc world champion, but a victory on the bigger machines has eluded him.

DORM 2 COUNCIL NOTES

The council held the usual meeting at six p.m. At the meeting the following subjects were discussed:

INVENTORY SHEET: The proposed inventory sheet will be turned into the Dean of Housing for approval this week. This sheet's purpose is to identify all equipment in each apartment.

BUS SCHEDULE: A bus is leaving Dorm II for the library at six p.m. Again this is on a trial basis, so USE it.

BETTER LIVING DEPARTMENT: A suggestion was brought up about installing an ice machine (better cool ones) in the front lobby. Also the idea of installing cable TV to the common dorm antenna was discussed. We are still looking for suggestions on the rec. room. So far we have ideas on a color TV, a ping pong table, a pool table pin ball machines, cheaper candy and sodas. We've also received suggestions about beer too, but we don't have the money or the people to cover that operation. Howsomever!!!!

If some benevolent organization (such as the VA or the S.G.A.) would desire to install one in Dorm II we would be most happy to make room for such a lucrative enterprise.

SCHOOL ISSUE: While we are on the subject of suds we have word that the administration is sending out feelers concerning the desire for a beer hall in the new student center. If they get enough student support the hall will be installed. Otherwise you can look forward to parched throats. A petition sheet will be on the bulletin board, which will be turned into the S.G.A. so

they can get to work on it.

LOCAL NEWSPAPERS: The circulation department of the local newspapers will be asked this week to have someone come out and solicit for subscriptions.

THE GREASE RACK: For you engine freaks, the council is trying to get a grease rack built in the dirt lot beside the dorm. We're looking for volunteers, preferably with construction experience, and failing that, someone who knows how to handle a shovel. Their amount of labor will be compensated for by their capacity to quaff (free) suds while working.

MA BELL DEPARTMENT: The council is going to try to get new phone booths located in various spots around the dorm rather than having them concentrated in one spot. There are no great expectations since the last time some idiot tore them up. But we will try!

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SAFETY TIPS

Curtis J. Poree Jr.

Beware of the bends! Although a seemingly unusual caution for aviators it applies to everyone who combines SCUBA diving and flying. Use of the self contained underwater breathing apparatus (SCUBA) can result in increased amounts of the gas nitrogen being dissolved in everyone's blood stream. With the increased pressure required to push air into your lungs as you dive, more than normal nitrogen is pressured into the blood where it dissolves. Shallow diving for short periods of time present no problems. However, if you fly shortly after you have been scuba diving, you are exposing yourself to decreasing atmospheric pressures with increasing altitudes. This can cause the dissolved nitrogen to revert to its gas form and bubble in your blood stream. These bubbles can be trapped in your joints causing severe pains and disability. They can also be trapped in your lungs, heart, or brain resulting in shock or even death.

Anyone who has been skin diving to depths greater than 30 feet using independent breathing apparatus should be prevented from flying at altitudes greater than 14,000 feet for a period of 12 hours after the dive. In addition, anyone who has had a physiological reaction after a dive, should be prevented from flying until he has been medically cleared. Although Federal Aviation Regulations specifically set up 10,500 feet as a maximum altitude without oxygen, it should be emphasized that aviation-induced post skin diving reactions can and have occurred at much lower altitudes. To be safe, schedule your skin diving and flying so that there is at least a 12 hour rest between scuba and sky.

RED AND GREEN MACHINE

by Bob Duden

Attn: Daytona Beach City Hall.

In the deepest, darkest depths of the most remote jungle on earth, the only

road to civilization ran. The country of DAB had a fine city, equipped with all the latest traffic devices and a heavily armed ever present, ever ready police force. Outside the city, in the jungle, there was nothing but this long, lonely road.

The city people, especially the town elders fully believed that the jungle was empty and nobody ever traveled the lonely road so there was no reason for any type of traffic signal. However, the elders never decided to check the road and never asked any of the jungle people.

A few years ago there were very few people in the jungle but recently, growth of a semi-military organization had greatly increased the jungle population and traffic down that lonely road had also increased in proportion.

Now the city of DAB was famous for it's races. Just outside the city, on the border of the jungle was one of the finest race tracks in the world. The city was very proud of this fact and was constantly bragging to all about the races that were run and the speeds which were attained.

Since the jungle was so close to the speedway that the constant drone of high powered engines would fill the air, naturally many of the jungle's inhabitants had racing on their minds. To add to the dilemma, many of the city people would go to the race track and take the lonely road home. The straw that broke the lonely roads'

back was the airport. Many tourists heard about the city of DAB and decided to come down for the warm weather. The lonely road soon became the not-so-lonely highway. The town elders though, never gave it a second thought.

Finally, there was an accident, the jungle inhabitants demanded results to their immediate supervisors. The supervisors demanded the city to do something. The city hemmed and hawed, shuffled some papers and so far has dismissed the subject. Now once again, the responsibility for safe traffic on campus, (in the jungle) has become the students' responsibility. Do something before we have another tragedy. Call City Hall!

PETITION CONTINUED

instructors to get results to the Registrar.

THE UNIVERSITY:

The Registrar would receive final grades much faster. Most major universities allow their "A" students exempt from finals. If the competitive nature of this university was stressed in publications sent to prospective students, enrollment would show a significant increase.

Under the present grading system a student who makes a "C" is considered "average." The students who make an "A" have done "superior" work. It is time to recognize the efforts of the "A" students. Publication of a name on the Dean's list of the Ho-

CONTINUED PAGE 12

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HOW ABOUT ANOTHER RIDE, HONEY?



THE BEST THING ABOUT ATHLETE'S FOOT IS SCRATCHING IT.

PETITION CONTINUED

nor roll and a Latin phrase on a diploma is not enough!

Copies of this petition will be sent to the S.G.A. and every organization president. If you are concerned, and if you believe as we do, we urge you to sign one of these petitions. Copies will be circulated from March 13 to 19. The results will be presented to the faculty committee and the administration.

Henry M. Cothran
Edwin T. Reymond
Class of '72



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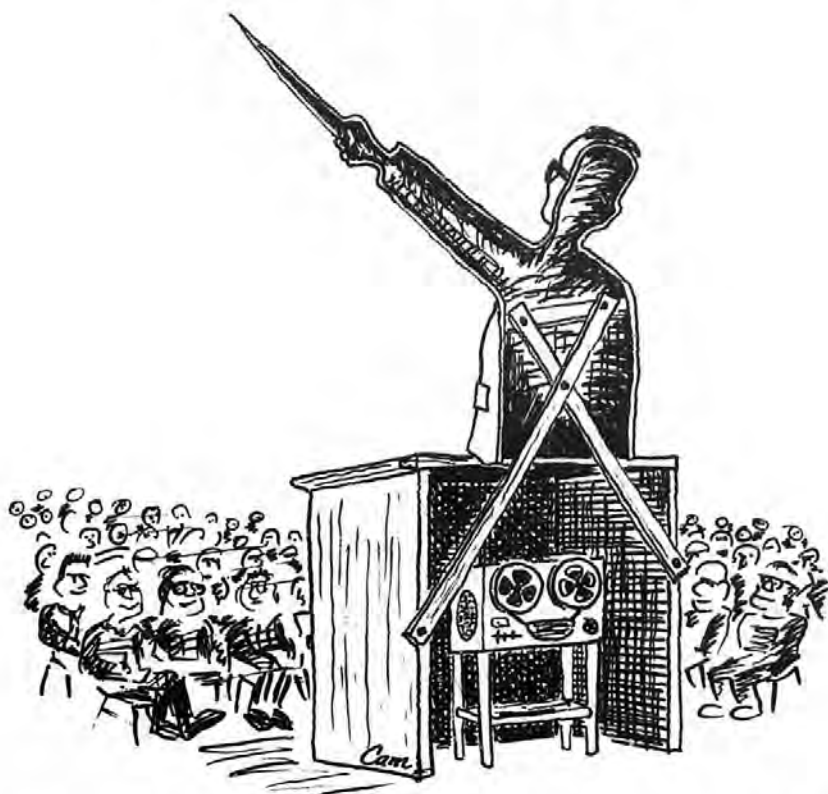


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BEHIND THE PODIUM



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The AVION is a weekly publication for Embry-Riddle students financed by the students' activity fee through the Student Government Association.

Articles may be submitted to the AVION for publication by the Administration, the faculty and student body. The AVION deadline is every Monday. Please mark all items AVION and deposit in the basket in the trailer, the Suggestion Boxes, or ERAU Box 1568.

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The opinions expressed in this paper are not necessarily those of the University or all members of the Student Body, nor do letters appearing in the AVION necessarily reflect the opinion of this newspaper.

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